

REPLY UNDER 37 CFR 1.116  
EXPEDITED PROCEDURE  
EXAMINING GROUP 3617

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of

Jari SIRVIÖ et al

Art Unit: 3617

Application No: 10/500,056

Examiner:

Jesus D. Sotelo

Filed: June 23, 2004

For: ARRANGEMENT FOR STEERING A WATER-CRAFT

REPLY TO THE OFFICE ACTION MAILED 12/27/2005  
AMENDMENT AFTER FINAL REJECTION

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COMMISSIONER FOR PATENTS  
P.O. Box 1450  
Alexandria, Virginia 22313-1450

Sir:

Further examination and consideration of this application are requested in view of the following Amendments and Remarks.

#### CLAIM AMENDMENTS

1-7 (Cancelled)

8. (Currently Amended) A water craft having an aft region and first and second opposite sides and comprising:

a hull,

a cargo deck at least in the aft region of the water craft and above which the hull defines a cargo space and below which is defined a maintenance space,

a main propulsion means located in the aft region of the water craft for propelling the craft in a forward direction, and

at least first and second steering propulsion devices located in the aft region of the water craft to the first and second sides respectively of the main propulsion means, the steering propulsion devices being installed below the cargo deck and being accessible in the maintenance space for maintenance purposes, and each steering propulsion device being selectively variable with respect to its propulsion direction, whereby steering of the water craft is continuously provided by the steering propulsion devices without a separate rudder means functionally connected to the main propulsion means,

and wherein the output required by the steering propulsion devices is in all less than 50% of the common shaft output of the main propulsion means and of the steering propulsion devices.

9-13 (Cancelled)

14. (Currently Amended) A water craft ~~according to claim 8,~~ having an aft region and first and second opposite sides and comprising:

a hull,

a cargo deck at least in the aft region of the water craft and above which the hull defines a cargo space,

a main propulsion means located in the aft region of the water craft for propelling the craft in a forward direction, and

at least first and second steering propulsion devices located in the aft region of the water craft to the first and second sides respectively of the main propulsion means, each steering propulsion device being selectively variable with respect to its propulsion

direction, whereby steering of the water craft is continuously provided by the steering propulsion devices without a separate rudder means functionally connected to the main propulsion means,  
wherein the output required by the steering propulsion devices is in all less than 50% of the common shaft output of the main propulsion means and of the steering propulsion devices,  
and wherein the steering propulsion devices are installed below the cargo deck.

15-16 (Cancelled)

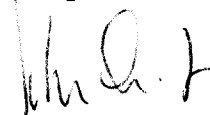
REMARKS

Applicant requests that the amendments set forth above for the claims be entered. The amendments involve adding the limitations of claim 15 to claim 8 and rewriting claim 14 in independent form. Claims 9-13 and 16 are cancelled to avoid inconsistency with the amended claims 8 and 14 but without prejudice to applicant's right to present claims of similar scope in a continuing or divisional application.

Claim 8, as now amended, recites a cargo space defined above the cargo deck and a maintenance space defined below the cargo deck and recites that the steering propulsion devices are installed below the cargo deck and are accessible in the maintenance space for maintenance purposes. There is no pertinent disclosure regarding these features in Oshima. Further, Heer et al does not disclose or suggest that a maintenance space should be defined below the cargo deck, but on the contrary, discloses that the car deck 5 is provided with a cover 4 (FIG. 1) through which the steering propeller unit is accessible. See column 4, lines 18-21. Although Heer et al does not explicitly refer to maintenance in connection with the cover 4 at column 4, lines 18-21, it is clear that maintenance access to the steering propeller unit is achieved from the car deck 5, rather than a maintenance space below the car deck, since "[v]arious small covers (now [sic, not] shown) which provide easy access to the major functional parts of the steering propeller are inserted into the larger cover." Column 4, lines 21-23.

Claim 14 has been rewritten in independent form and includes the limitation that the steering propulsion devices are installed below the cargo deck. Applicant submits that claim 14 is patentable for the reasons previously presented in support of that claim.

Respectfully submitted,



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